

5 MAY 1934.

BUREAU OF NAVIGATION

BULLETIN



NUMBER 209.



PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



APPRECIATION OF DUTY WITH THE C.C.C.

"As the date of relief for the officers of the Navy and Marine Corps, on duty with the C.C.C. in this corps area, approaches, I wish to extend to them, not only personally but on behalf of all other officers in this corps area, my thanks and appreciation for the splendid work they have accomplished.

"Coming to us in our time of direst need, unfamiliar with our ways and procedure, they faced and accomplished their task in the best traditions of our services.

"The contact we have had with these officers has bred in us not only a feeling of affection but also one of deep respect for our brothers in arms.

"As they leave for their normal duties in the service in which commissioned, they go with the heartfelt good wishes and Godspeed of all members of this command.

"Happy cruises!" Major General Fox Connor, U.S. Army, Commanding First Corps Area.

LINE OFFICERS FOR JUNIOR TECHNICAL DUTIES IN STAFF CORPS.

The attention of all officers is invited to Bureau of Navigation Circular Letter No. 15-34 in regard to the use of qualified line officers for junior technical duties in the Construction, Civil Engineer, and Supply Corps; to Bureau of Navigation Circular Letter No. 16-34 on the subject of postgraduate instruction in the Finance and Supply School. This school will have the same status as any other postgraduate school, and its graduates may in future years become specialists in supply work in the same manner as postgraduate officers in the present line specialties, such as Engineering or Ordnance, do now.

The curriculum for the Finance and Supply School will cover matters pertaining to government finance, accounting, contracting, purchasing, commissary, economics, law, and other related subjects, and will be of invaluable aid to line officers no matter to what duties they may be assigned.

THE SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS.

Extracts are quoted as follows from a letter from the Chief of Naval Operations, dated 18 April 1934:

"I feel that membership in the Society of Naval Architects and Marine Engineers by naval officers would be advantageous both to the Naval Service and the individual officers. This benefit will be proportional to the number of officer members as the larger the number the greater will be the participation in the proceedings of the Society and in the submission and discussion of papers.

"The Society of Naval Architects and Marine Engineers was formed in 1893, chiefly by the efforts of a few naval officers, aided by a few prominent civilians. As time has passed, the percentage of naval officer members has decreased until at the present time it is very low. The Society membership is not restricted to the technical officer, the naval constructor, the engineering duty only, etc., but welcomes and desires other officers of the service whose broad views and practical experience with proposals which affect the designs of ships and every thing pertaining to them make their opinion which would be brought out in the papers and discussions particularly valuable. The benefit to the individual officer is his contact and exchange of views with civilian naval architect, engineer and ship operators, thus promoting his efficiency and broadening his viewpoint. For the fiscal year 1934 the initiation fees have been waived. The annual dues for members and associates are fifteen dollars.

"Those officers interested may obtain additional information by addressing Captain C. A. Jones, Bureau of Engineering, or by addressing the Society direct at 29 West 39th Street, New York City."

PERMANENCY OF PERSONNEL ON NEW CONSTRUCTION AND VESSELS RECOMMISSIONED.

The Bureau considers it essential that the crews of new vessels and recommissioned vessels, including those placed in full commission after modernization, be kept as nearly intact as possible for at least one year after commissioning.

To this end men will not be considered as eligible for shore duty, recruiting duty, or transfers in exchange until the above condition has been met.

Transfers of any nature whatsoever should be kept to an absolute minimum, and requests from men who are not eligible as stated above should not be forwarded to the Bureau except in urgent cases.

SAFEGUARDING POSTAL EQUIPMENT.

A communication has been received from the Postmaster General regarding the loss of two mail keys issued by the Postmaster, New York City, for the use of a Navy Mail Clerk. Investigations by post office inspectors developed that the keys were originally in the possession of "A", mail clerk, who alleges that when he was transferred he turned them over to his successor "B", obtaining his receipt therefor. "A" claims to have destroyed the receipt and "B" denies that he ever received or receipted for the keys.

The loss of mail lock keys, particularly a domestic registry key, is serious. The attention of Commanding Officers is invited to current instructions pertaining to such matters. It is believed that a strict compliance with current instructions will avoid irregularities and the loss of postal equipment; otherwise that responsibility will be definitely fixed. Navy Mail Clerks should be held to a rigid compliance with the postal and other instructions pertaining to their duties, and the Bureau of Navigation Manual provides for such supervision and inspection by commissioned officers as will tend to assure such compliance.

CONSTITUTION OF THE U. S. NAVAL RESERVE.

It appears that the majority of officers and men of the Regular Service have a very vague idea as to the constitution of the U. S. Naval Reserve. In speaking to such officers and men in reference to the Naval Reserve, their almost unanimous reaction is to that part of the Reserve which is composed of transferred men of the Regular Navy. As a matter of fact, these men constitute the smallest part of our Reserve force. For the information of the service at large, the following data in connection with the Naval Reserve is given:

Enlisted men of the Regular Navy who are transferred to the Naval Reserve after a certain length of service are classified as F-2, F-3(c), F-3(d), F-4(c), F-4(d), and F-5. At the present time these men total 11,576. The other classes of the Reserve which form by far the largest part, are F-1, V-1, V-2, V-3, V-4, V-5, and V-6. Class F-1 of this grade constitutes the enlisted personnel of the drilling divisions of the Naval Reserve. These divisions are 149 in number, distributed throughout all Naval Districts and each division consists of four commissioned officers and 76 enlisted men. The total actual strength, as of 1 March, of the Naval Reserve is as follows:

Transferred men	11,576
Other classes (men)	21,472
Officers of all classes	<u>8,279</u>
Total	41,327

Authorized strength

Men (exclusive of transferred men for which there is no fixed quota)	150,092
Officers (exclusive of Merchant Marine Naval Reserve for which there is no fixed quota)	<u>13,588</u>
Total	163,680

The Bureau of Navigation is concerned over the lack of knowledge on the part of the Regular Navy regarding the Naval Reserve and suggests that officers read Part H of the Bureau of Navigation Manual.

EXTENSION OF TIME LIMIT FOR ISSUANCE OF MEDALS.

The Second Nicaraguan Campaign Medal - The time limit for the issuance of the Second Nicaraguan Campaign Medal has been extended to January 2, 1933. The award will now be made to the officers and enlisted men of the U. S. Navy and Marine Corps who served on shore in Nicaragua between August 27, 1926 and January 2, 1933 and to the officers and enlisted men attached to and serving on board certain vessels performing duty in Nicaraguan waters.

The Yangtze Service Medal - The time limit for the issuance of the Yangtze Service Medal has been extended to December 31, 1932. The award will now be made to the officers and enlisted men of the U. S. Navy and Marine Corps who served on shore at Shanghai or in the valley of the Yangtze River, China, with a landing force during the periods September 3, 1926 to October 21, 1927 and March 1, 1930 to December 31, 1932 and to the officers and men who were attached to and serving on board certain vessels which were performing duty on the Yangtze River or its tributaries during these periods.

Applications for the above medals should be made to the Chief of the Bureau of Navigation, Navy Department, Washington, D. C.

SPONSOR FOR U.S.S. DEWEY.

The Secretary of the Navy has designated Miss Louise de M. Dewey, of 1507 North State Parkway, Chicago, Illinois, as sponsor for the U.S.S. DEWEY, Destroyer No. 349, named in honor of the late George Dewey, Admiral of the Navy.

The U.S.S. DEWEY will not be launched until some time in May - no definite date having as yet been set.

This vessel was authorized by Acts of Congress dated 29 August 1916 and 28 February 1931 and is the first vessel so named.

NAVAL ACADEMY PREPARATORY SCHOOL.

Naval Academy Preparatory Class.

The preliminary mental examination for applicants to the next class at the Naval Academy Preparatory School will be held on 1 August 1934. The date for holding the examination has been advanced one month in order that the Bureau may have sufficient time to select the successful candidates and execute the necessary transfers of personnel prior to the return of the Fleet to the West Coast.

Enlisted candidates for the Naval Academy who intend to apply for assignment to the Preparatory Class should familiarize themselves with Art. D-6102-6106, Bureau of Navigation Manual, and should complete the preliminary medical examination any time prior to 1 August.

The class will be convened at the Naval Training Station, Norfolk, Va., on 1 November 1934.

COAST GUARD PREPARATORY CLASS.

The 1935 preparatory class for the Coast Guard Academy will convene at the Naval Academy Preparatory School, Naval Training Station, Norfolk, Va., on 2 January 1935.

Prospective candidates for the Coast Guard Academy who intend to apply for assignment to the above class should be familiar with the following information:

(1) Candidates should have in their possession an approved application of the Commandant of the Coast Guard prior to requesting assignment to the Preparatory Class. This application should be obtained by correspondence with the Commandant of the Coast Guard and requests should not be forwarded via the Bureau of Navigation.

(2) All candidates for the Coast Guard class are required to take the same preliminary mental examination as candidates for the Naval Academy Preparatory Class. The examination for the next class will be held on 1 August 1934.

(3) Applicants for this class are also required to take a preliminary physical examination.

(4) In cases where a prospective candidate does not hold an approved application of the Commandant of the Coast Guard, but has made application for one, he should obtain permission from his Commanding Officer to take the preliminary mental examination on 1 August and withhold his request for assignment to the class until after the approved application has been received.

REASSIGNMENTS TO PREPARATORY SCHOOL.

As a general policy the Bureau will not consider the reassignment of students to the Preparatory School who have previously been assigned to either the Naval Academy Class or the Coast Guard Class unless there are particular circumstances in favor of the applicant for such reassignment.

In no case will the Bureau consider such reassignment if the applicant has twice previously been assigned to the Preparatory School in either or both Naval Academy and Coast Guard Classes.

RAENFORD PREPARATORY SCHOOL.

A letter from President L. V. Lewis of "Raenford" states that the school, which is military and an accredited college preparatory school for boys, extends to sons of naval officers a monthly rate of \$50. This includes tuition, room and board, laundry and school books. It does not include uniforms, an outfit of which is furnished wholesale at a price of between \$60. and \$65.

"Raenford" is located at Puente, California, which is 14 miles from Los Angeles, on the Valley Boulevard.

Copies of Bureau of Navigation pamphlet "Schools and Colleges Granting concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1928" should be corrected to include the above.

AVAILABILITY OF SOUND MOTION PICTURE SCREEN.

The Commander Fleet Air Base, Coco Solo, C. Z., has advised the Bureau of Navigation as follows. - One reinforced sound motion picture screen, size 9' x 12', is available at the Fleet Air Base, Canal Zone, for disposition, at no charge, to any activity desiring same. Communication regarding the above screen should be made direct with the Commander Fleet Air Base, Coco Solo, C. Z.

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SILVER LIFE-SAVING MEDALS.

The Secretary of the Navy forwarded silver life-saving medals, awarded by the Secretary of the Treasury, to the below-named individuals:

McCOLLUM, James Edward, C.E.M., U.S.N., in recognition of his service in bravely rescuing a woman from drowning on 22 March 1931.

Mr. Francis Stephen Dwyer, Long Beach, Calif., in recognition of his service in bravely rescuing a shipmate from drowning on 8 November 1931.

ISSUE OF NAVY DIRECTORY AND NAVY REGISTER.

The Bureau is receiving many inquiries about the Navy Directory. The January 1st issue of this publication was omitted for reasons of economy. The April 1st issue is now in the hands of the printer and will probably be issued about the first of June.

Due to delays at the Government Printing Office, it is very doubtful if the January 1, 1934 Navy Register will be ready for issue before the first of July.

PASSPORTS FOR ENLISTED MEN AND THEIR FAMILIES.

The attention of all personnel ordered to duty on the Asiatic Station is invited to the fact that if their families desire to leave the Philippines and visit any other country in the Orient, they must have passports. Passports or the necessary documents should be procured before leaving the United States.

"No fee" regular passports will be issued by the Passport Division, State Department, to the families of Chief Petty Officers, Petty Officers and enlisted men of the Navy assigned to duty on the Asiatic Station. Enlisted men ordered to the Asiatic Station via commercial transportation lines are required to obtain "no fee" regular passports before leaving the United States.

When the applicant is not in Washington. - Personal application (with appropriate identification) must be made to the clerk of the nearest United States court or of a State Court authorized to naturalize aliens. The clerk of the court will forward the application, when completed, to the Department of State at Washington. The legal fees ordinarily prescribed for each passport total \$10, but applicant should inform the clerk of the court that a no fee regular passport is desired, for which a fee of \$1 should be paid to that officer for administering the required oath. (The Navy Department will request the Department of State to remit the remaining \$9 where the journey is for official purposes.) When the applications have been completed before the clerk of the court, applicant should so inform the Bureau of Navigation, preferably by telegram giving the pertinent details of the case. An official request will then be made to the Division of Passport Control, Department of State, by the Chief of the Bureau of Navigation for issue of a no fee regular passport. The passport will be mailed by the Department of State to the applicant to the address given in his application. In New York, Chicago, San Francisco, and Boston, Mass., the Department of State maintains passport agencies; when an applicant is in one of those cities application should be made to an agency instead of to a United States Court.

The Governor General of the Philippine Islands and the American Consuls in China and Japan are also authorized to issue no fee regular passports.

A birth certificate, an affidavit of a blood relative or an affidavit by two persons who have known the applicant for twenty years must be submitted with the applications in the cases of enlisted men and their families.

A birth certificate, which may be obtained from the Bureau of Vital Statistics in the city, town, or county in which the applicant was born, is required.

In the affidavit of a blood relative, a brief family history of the applicant for 20 years is required.

In the affidavits of non-relatives, they should state the source which the knowledge was acquired to show that they have known the applicant for 20 years and that to their knowledge the applicant is a native born citizen of the United States.

A baptismal certificate, if recorded within a few weeks after date of birth, will be accepted.

All applications for passports must be accompanied by two unmounted photographs of applicant (size of photographs approximately 2 x 3 inches). Separate photographs of husband and wife are required; minor children may be photographed in group or may appear on photograph with mother.

NAVAL CACHETS.

Throughout the country there are thousands of philatelists, many of whom specialize in the collection of naval cachets, and the cancellation post marks of naval vessels. The Bureau receives many inquiries, particularly from inland states, as to the method of obtaining these cachets. Provided no expense to the Navy is involved, and no U. S. Postal Regulations are violated, friendship for the Navy will be built up by all reasonable cooperation of naval personnel in complying with such requests.

SPONSOR FOR THE U. S. S. DEWEY.

The Secretary of the Navy has designated Miss Anna M. Dewey, of Quechee, Vermont, as sponsor for the U. S. S. DEWEY, Destroyer No. 349, named in honor of the late George Dewey, Admiral of the Navy.

The U. S. S. DEWEY will not be launched until some time the latter part of June - no definite date having, as yet, been set.

This vessel was authorized by Acts of Congress dated 29 August 1916 and 28 February 1931 and is the first vessel so named.

LETTERS OF WARWICK GREENE.

Copies of the LETTERS OF WARWICK GREENE are being distributed from the Navy Yard, New York, to battleships, cruisers, tenders, and aircraft carriers. This is possible through the courtesy of Mrs. Francis V. Greene, widow of Major General Francis Vinton Greene, U.S.A., and the mother of Warwick Greene. Warwick Greene is also the nephew of S. Dana Greene, who was the Executive Officer of the Monitor at the time of her battle with the Merrimac.

Ships wishing to express their appreciation for this gift to Mrs. Greene, a lady over eighty years of age, may address letters to Mr. Richard W. Hale, 60 State Street, Boston, Mass., who will forward the letters to Mrs. Greene.

AMERICAN NATIONAL RED CROSS SERVICE.

Arrangements have been made with the American National Red Cross so that when Red Cross reports regarding emergencies in the homes of men are desired, the commanding officer of any naval ship at sea may radio the request for report to the commandant of the naval district nearest the headquarters of which the problem lies, for transmission by naval radio to the Field Director of the American Red Cross nearest whose station the problem lies.

Until the success of the plan has been demonstrated, it will not be applied except where the home problem lies within continental United States and therefore only the naval districts on the following list will be involved at present:

First District	-	Boston, Mass.
Third District	-	New York, N. Y.
Fourth District	-	Philadelphia, Pa.
Fifth District	-	Norfolk, Virginia
Sixth District)		
Seventh District)	-	Charleston, S. C.
Eighth District)		
Ninth District	-	Great Lakes, Ill.
Eleventh District	-	San Diego, Cal.
Twelfth District	-	San Francisco, Cal.
Thirteenth District	-	Seattle, Wash.

The Field Directors of the American Red Cross to be used under this plan are those adjacent to whose stations there is a naval radio station, as per the following list:

Field Director, American Red Cross,	Bldg. 39, Navy Yard Sta., Boston, Mass.
" " " " "	Receiving Ship, U.S. Navy Yd., New York, N.Y.
" " " " "	U.S. Naval Hospital, League Is., Phila., Pa.
" " " " "	U.S. Naval Air Station, Anacostia, D.C.
" " " " "	U.S. Navy Yard, Norfolk, Va.
" " " " "	U.S. Marine Barracks, Parris Is., S.C.
" " " " "	U.S. Naval Air Sta., Pensacola, Fla.
" " " " "	U.S. Naval Training Sta., Great Lakes, Ill.

